

THIRTY DOLLARS  
PER ANNUM

## Intimations

ADVICE FREE. [1453b]

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## Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
The Company's Steamship

"HAILONG."  
Captain Bathurst, will be despatched for the above ports, on WEDNESDAY, the 8th instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 6th May, 1901. [491c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.  
The Company's Steamship

"ESMERALDA."  
Captain G. T. Blaxland, will be despatched as above on FRIDAY, the 10th instant, at 5 p.m.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 6th May, 1901. [497c]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"FERDENE" ..... 10th May.

"AFRIDI" ..... 24th May.

"HILLGLEN" ..... 14th June.

"LOWTHER CASTLE" ..... 30th June.

"HEATHBURN" ..... 17th July.

Calling at MANILA and Cebu.  
For Freight and further information, apply to

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 6th May, 1901. [445c]

NAVIGAZIONE GENERALE ITALIANA,  
(Fratelli and Rubattino United Companies).

STEAM FOR  
HOMBAY VIA SINGAPORE AND PENANG.

Having connexion with the Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NANTES, LEHORN and GENOA.

ALSO  
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLOA.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO"  
Captain P. Brunen, will be despatched as above on SATURDAY, the 11th instant, at Noon.

At HOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,  
Agents.

Hongkong, 6th May, 1901. [498c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.  
The Company's Steamship

"DAIJIN MARU."  
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 12th instant, at Daylight.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 6th May, 1901. [226c]

## Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A. THORNE'S BLEND ..... \$10.80

B. GLENROCH, MELLOW BLEND, a fine 'Soda'

Whisky of great age ..... 10.80

C. ABELOUR-GLENLAVET ..... 12.00

D. H.K.D., BLEND of the Finest Old Malt Scotch

Whiskies ..... 14.40

WATSON'S SPECIAL:—

"E"

VERY OLD LIQUEUR SCOTCH WHISKY ..... 15.00

Of superb quality and great age

—pronounced by all connoisseurs to be the BEST BRAND in the Far East.

Small quantities are supplied at proportionate whole sale rates.

A. S. WATSON & Co., LIMITED.

At the Peak Hospital on Sunday, the 5th instant, HENRY COOK, HOWORTH, aged 31.

## The Hongkong Telegraph

HONGKONG, MONDAY, MAY 6, 1901.

TELEGRAMS.

SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

COREA.

THE MCLEAVY BROWN AFFAIR.

COREAN GOVERNMENT.

OBSCURE.

(From Our Own Correspondent.)

YOKOHAMA, 4th May, 1901.

10.40 p.m.

The Korean Government is adopting a strong attitude with regard to the McLeavy Brown affair.

Mr. McLeavy Brown has been given notice to quit his house (over which the trouble arose) and also to relinquish the control of the Customs.

Mr. Gubbins, His Britannic Majesty's Charge d'Affaires, is taking active steps to protect British interests.

REUTER'S TELEGRAMS.

THE COAL TAX.

LONDON, May 3rd.

The debate on the proposed Coal tax is of unexpected length. An adjournment has been made until Monday.

FRANCE AND RUSSIA.

It is stated in St. Petersburg that during the recent visit of M. Delcassé, an understanding was reached between France and Russia in regard to the Chinese question.

LATER.

FRANCE AND RUSSIA.

M. Delcassé stated, at a Cabinet Council, that perfect agreement prevailed between the French and Russian Governments on all questions interesting both nations.

THE SUGAR TAX.

Sir Michael Hicks-Beach, replying to a deputation of workers, said that it was impossible to withdraw the Sugar duty, which was the most important part of the budget.

MINISTERIAL CRISIS IN PRUSSIA.

A Ministerial crisis has occurred in Prussia owing to Conservative and Agrarian opposition to the Emperor's canal scheme.

The Ministers of Finance, Commerce, and Agriculture, have resigned. The Kaiser has accepted the Diet.

COMMUNICATION WITH THE NORTH.

We have received the following Express from the manager of the Joint Telegraph Companies:—

The Amoy-Shanghai cable was restored on Saturday evening.

F. von der FROEDEN,  
Manager in China.

Hongkong, 6th May, 1901.

WEATHER REPORT.

The Observatory report says:—

On the 5th at 12.10 p.m. the barometer has risen slightly on the E. coast of China, fallen a little on the S. coast and over the Philippines. The depression in the North is moving Eastwards over Japan. Gradients slight for E. winds on the coast, and in the N. part of the China Sea. Forecast:—Light or moderate E. winds; showery.

On the 6th at 11.55 a.m. barometric changes are unimportant. Pressure is highest between the E. coast of China and the Sea of Japan, lowest over the middle part of the China Sea. Gradients slight for S.E. and E. winds on the coast, and in the N. part of the China Sea. Forecast:—Light or moderate E. and S.E. winds; showery.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted; vide advertisement appearing elsewhere.

The Postmaster General advises a reduction in the rates of Parcel Post to Egypt by British Packets, to commence on June 1st.

NOTICE.

Our Special Edition is now on sale and may be obtained on application. Price fifty cents. Intending purchasers are advised to order early. See advertisement appearing elsewhere.

We shall be obliged, if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ltd., 50 Queen's Road Central. The wrapper will enable us to check the delivery collector.

The Kowloon ferry boats are now running into the new guide which the Ferry Co. has erected on the East side of Pedder's Wharf. The guide seems to enable the double-enders to get along side with less difficulty than was formerly the case, but from the manner in which they bump as they enter it we have doubts as to the life of the guide. The Ferry Co. seem determined to protect the Plover wall from the onslaughts of the double-enders, and a most substantial, padded, buffer has been erected for them to charge into. So far we have not been lucky enough to see one of the ferry-boats test its

The cases at the Magistracy to-day were of little or no importance. They consisted of petty offences such as hawking without a licence, anchoring too near the shore, petty theft, the possession of opium, etc.

It will be seen from our Shipping Reports that the s.s. *Hanoi* was ashore on Hainan Head Bank. Her passengers and mails were transferred to the *Hutong*, and the cargo was being transferred into junks. As she did not require any further assistance, we take it for granted that she is not badly ashore, but is probably afloat again by this time.

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to correct the column up to date.

The following Resolution passed at the Sanitary Board meeting on the 2nd inst. is published in the *Gazette*:—

RESOLUTION.

"That the whole of the City of Victoria together with the villages of Hunghom, Lok Un, Yau-nant and Mong Kok Tsui in the Kowloon Peninsula is hereby declared infected with Bubonic Plague."

Mr. GILMOUR, third officer of the British steamer *Amoy*, was recently ordered by the Yokohama Ku Su-ban-sho in default to pay ¥49 damages to the coolies *Tanaka*, whom Mr. Gilmour assaulted, being sentenced to 15 days imprisonment, on that charge. The *Japan Gazette* now learns that Mr. Gilmour, through his Counsel, Mr. Idema, has lodged a protest against the decision of the Court.

The following despatch is published in the last *Gazette* to hand:—

Hongkong, Downing Street, No. 99, 20th March, 1901.

Sir,—I had the honour to lay before His Majesty the King your despatch No. 53 of the 11th ultimo enclosing an account of the proceedings of the Legislative Council of Hongkong held on the 31st of January last.

2. His Majesty has commanded me to request you to assure the Legislative Council that He highly appreciates their assumption of the loyalty of the Colony.

I have the honour to be, Sir,

Your most obedient, humble servant,  
J. CHAMBERLAIN.

Governor, Sir H. A. BLAKE, G.C.M.G., &c. &c. &c.

THE *Kobe Herald* of the 29th ult. says:—The American full-rigged ship *R. D. Rice*, lying off Sumiyoshi, discharging kerosene oil in case, consigned to the Standard Oil Company, was gutted by fire last night and this morning.

The disaster was almost complete, the only articles of much value saved being the officers' chronometers, sextants and other articles in their quarters. The crew have lost everything, and, as now lodged in the Segments' Institute here, none of them have more than the clothes they stand in, while one or two even had to borrow these on board the ships *Dunfriesshire* and *Nul*, also lying at Sumiyoshi, to which they transhipped from the burning wreck before leaving for Kobe between five and six o'clock this morning. Nothing but the shell of the vessel remains to-day. The wreck is still afloat, however, and we learn that the captain and officers left after noon with the view of having the vessel beached. If this can be undertaken the salvage of the remains of the ship will be practicable and of some value.

LAWN TENNIS TOURNAMENT.

The weather is so uncertain that it is impossible to say when the Tournament will be finished but the following fixtures have been made and it is possible will be played off:—

Tuesday, May 7th.—Semi-Final Single Handicap A Class. Cox owe 1½ v. Barrett receive 4½.

Wednesday, May 8th.—Final Professional Players. Cox and Mackay v. Maitland and Slade. Final Single Handicap B Class. Burnie (scratch) v. d'A. Castro receive 15-3.

Thursday, May 9th.—Final Single Handicap A Class. A. Humphreys owe 2½ v. winner of Cox, Barrett.

Saturday, May 11th.—Championship Final. Pinckney v. Cox. Double Handicap Final. Crisp and Smith owe 15 v. Barrett, Yeats owe 2½.

THE PLAQUE.

Number of cases reported up till noon of the 4th May, 1901

Chinese ..... 289

Other Asiatics ..... 2

Europeans ..... 0

Number of cases reported during the past 48 hours

Chinese ..... 35

Other Asiatics ..... 2

Europeans ..... 0

Total number of cases reported to date 329

Number of deaths reported up till noon of the 4th May, 1901

Chinese ..... 35

Other Asiatics ..... 1

Europeans ..... 0

Number of deaths reported during the past 48 hours

Chinese ..... 35

Other Asiatics ..... 0

Europeans ..... 0

Total number of deaths recorded to date 309

We regret to record the death of Mr. H. C. Howorth from plague, which took place at the Peak Hospital yesterday. Mr. H. C. Howorth was employed by Messrs. A. S. Watson & Co., and was only 31 years of age. We also regret to learn that Mr. H. Thorne, a new arrival in the colony and of the same firm, is down with the disease. These are the first Europeans who have attacked by plague this year in the Colony.

SMALL-POX.

Number of cases reported up till noon of the 4th May, 1901

Chinese ..... 60

Other Asiatics ..... 8

Europeans ..... 12

Number of cases reported during the past 48 hours

Chinese ..... 0

Other Asiatics ..... 0

Europeans ..... 0

Total number of cases reported to date 80

Number of deaths reported up till noon of the 4th May, 1901

Chinese ..... 7

Other Asiatics ..... 2

Europeans ..... 0

Number of deaths reported during the past 48 hours

Chinese ..... 0

Other Asiatics ..... 0

Europeans ..... 0

Total number of deaths recorded to date 1

## THE SPECIAL JURY QUESTION.

MEETING AT THE CITY HALL.

At noon to-day a meeting of Special Jurors was held at the City Hall with reference to the jury system as applied to civil cases in this Colony.

There were present Messrs.—G. C. Anderson, A. Babington, J. W. Bolles, R. Cooke, D. W. Craddock, J. Danby, A. Denison, W. H. Gaskell, J. N. Goosmann, W. D. Graham, S. Hancock, A. Haupt, Ho Fook, H. Taylor, R. K. Leigh, Tze San Liao, J. A. McKie, H. M. Mody, A. G. Morris, D. E. Moses, J. Orange, E. Osborne, D. E. Brown, J. C. Peter, J. W. F. Playfair, W. Poate, W. H. Potts, W. H. Ray, A. J. Raymond, T. J. Rose, D. W. Rutter, W. Saunders, R. S. Shaw, J. J. Smith, C. H. Thompson, G. S. Tomlinson, A. Turner, C. H. Wilcox and P. Witkowski.

On the motion of Mr. Poate, Mr. R. Sheehan was voted to the Chair.

Mr. Sheehan, having explained the object for which the meeting had been called, said that he did not want to see the system of trial by jury in civil cases dispensed with altogether. It was an excellent system in the case of a wealthy litigant, and he could not go so far as to advocate the abolition of juries in civil cases altogether.

He then read a memorandum referring to the practice in the Straits Settlements and went on to point out that of late there had been several cases of special juries being called in trivial cases simply at the whim of one or other of the litigants. In one case which had come under his notice the judge had said a part of the finding of the jury and if the judge had power to do so he really did not see the value of a jury at all.

On the other hand, there were many cases in which a sensible judge was glad of the advice of trained business men on business matters. A judge could not be expected to be an expert in business customs and procedure, and on these points it was often necessary that he should be advised.

In a small place like Hongkong the calling of juries in civil suits of an unimportant nature bore hardly upon the limited number of Special Jurors, and he thought that the work of the jurymen would be much more evenly distributed if the names of their clients from a list of names submitted for any particular jury (Appellate).

He was of opinion that the Clerk of the Court should see that a Special Jury was now called upon to serve a second time until such time as all the others on the list had served their turn. At the same time, he would rather have waited to see the result of the working of the new code of civil procedure upon which the Chief Justice was now at work, but as the Special Jurors had put their hands to the plough and had called the present meeting he was willing to vote in favour of the resolution. His suggestion was that the meeting should pass a resolution and appoint a committee to write to the Government on the subject.

Mr. Osborne pointed out how the other day he and several other Special Jurors were called to sit upon a trivial case in which the labels on milk tins were concerned, and went on to protest against the practice at present in vogue in Hongkong of calling special juries in civil cases. He said that busy business men could now be dragged out at the whim of the last appointed solicitor's clerk to sit in a dusty court and listen to the laboured discourses of learned counsel on trivial cases. It should not be possible for anyone to thus abuse the jury system. He did not think that our ancestors who fought and died in defence of the axiom that a man was entitled to be tried by his peers had in their minds that their noble action would ever lead to the privilege of trial by jury degenerating into our local travesty and absurd parody of a sacred right. He thought that the Government ought to be asked to abolish the system of special juries in civil cases and proposed the following resolution:—

"That in the opinion of this Meeting the Jury system as applied to civil cases constitutes an unnecessary hardship upon jurors, and that the Government be asked to legislate for its total abolition in civil cases."

Mr. Sheehan pointed out that when he was asked to take the chair at the meeting he did not know that Mr. Osborne proposed to go so far as this. He did not believe in abolishing special juries altogether. He must therefore withdraw his promise of support.

Mr. Osborne expressed his willingness to alter the form of his resolution and

Mr. Sheehan proposed as an amendment that the resolution be made to read:—"In which in the opinion of the Chief Justice or Judge, for the time being, such jury is not advisable."

Mr. Wilcox seconded.

Mr. D. E. Brown proposed that an amendment be added to the effect that "to lessen the likelihood of special juries being called in unimportant civil cases the Government be asked to fix a minimum daily fee of fifty dollars per jurymen."

Mr. Poate seconded.

After some further discussion the resolution and amendments were put and carried unanimously.

On the proposition of Mr. Danby the following gentlemen were appointed to draw up a letter to the Government upon the subject: Messrs. Osborne, Poate and D. E. Brown.

Mr. Playfair suggested that the Unofficial Members of the Council be asked to lend their support to the movement, and a vote of thanks to Mr. Osborne and the Chairman having been passed, the meeting broke up.

THE BROUGH COMPANY AT THE THEATRE ROYAL.

"AN IDEAL HUSBAND."

On Saturday night the Brough Company staged this very clever comedy by the late Oscar Wilde. It is the story of a distinguished politician Sir Robert Chiltern, who when a young man sold a Cabinet secret referring to the Suez Canal and thereby made his fortune. A certain incriminating letter written at that time comes into the possession of a beautiful but unscrupulous woman, a Mrs. Cheveley, who is interested in the Nicaraguan Canal Scheme. She threatens Sir Robert Chiltern with exposure unless he consents to make a speech in Parliament in favour of her scheme; as this is opposed to not only his own opinions but also his public utterances he resigns. His wife who is aware of his real position, is told of his consent to this scheme by Mrs. Cheveley herself. Lady Chiltern induces her husband to write and refuse, and as she realizes that this may prove to be his ruin, she applies to an old mutual friend Lord Goring for help. Lord Goring has happened to find a brooch belonging to Mrs. Cheveley which he recognises as one which he presented to a lady some time before. In an interview with Mrs. Cheveley he accuses her of having stolen the brooch and threatens to expose her unless she produces the incriminating letter written by Chiltern; she does so and he then burns it. This is the outline of the story which ends by Sir Robert becoming a member of the cabinet.

As usual the acting was beyond criticism, and it is to be hoped that the ladies' dresses will be as good as the men's.

As Mrs. Cheveley was, as ever, delightful, and to a more man her gown was bewitching. Mr. Brough as Lord Goring was his usual quiet convincing self. Miss Temple was really fine as Lady Chiltern and her scenes with her husband Sir Robert were full of delicate sentiment. Miss Bessie Thompson as Lady Markby was very good and acted the society matron to perfection. Miss Noble was as usual very pleasing in her part of Mabel Chiltern. Mr. Lovell as Sir Robert Chiltern acted with great power a difficult part. The minor parts were all well filled as is invariably the case with this talented company, especially Mr. Leslie Victor's part of Phipps, Lord Goring's "gentleman."

"GAZETTE" NOTICES.

In the *Gazette* of the 4th inst. it is notified that the Governor has been pleased to appoint C. S. Sharp to be a member of the Medical Board, vice A. M. Marshall resigned.

Also H. E. has provisionally appointed E. A. Irving to be Inspector of Schools, with effect from the 24th ult.

His Excellency has appointed Wong Wing-chiu to be First Clerk in the Registrar-General's office, vice P. J. Wodehouse promoted.

It is notified in the *Gazette* that Cecil Clementi, Cadet, passed his final examination in Chinese on the 20th December, 1900.

JAPANESE TOPICS.

(By Our Own Correspondent.)



are falling in line with the general movement. The men have plenty of funds, and are confident of success.

### Valuable Loot.

A story is going round the French Press that a French civil engineer, who was in a penniless condition in China before the outbreak of hostilities, has just returned to Paris with loot of silks and furs taken by him from Chinese stores at Tientsin and valued at 250,000.

### Death of Mr. D'Oyly Carte.

Mr. R. D'Oyly Carte, the well-known manager of the Savoy Theatre, who was associated with the first production of all the famous Gilbert-Sullivan operas, died on 3rd April at his residence in London after a long illness. He was born in 1841.

### Death of Sir John Stainer.

Sir John Stainer, the well-known musician who was for many years the organist of St. Paul's Cathedral, and subsequently Professor of Music in Oxford University, died on 31st March at Verona.

### Naval Appointments.

The following appointments have been made at the Admiralty:—Commander T. W. Kemp, to the *Argonaut*, to date April 1. Lieutenants: T. E. J. Biggs, to the *Bonaventure*, temporarily in lieu of a sub-lieutenant, J. G. P. Ingham, to the *Bonaventure*, W. R. Alexander, to the *Isis*, temporarily in lieu of a sub-lieutenant, to date April 1; T. E. J. Biggs, to the *Talbot*, undated.

### Inter-University Sports.

Teams representing the rival Blues met at Queen's Club on the 29th March. The result of the annual struggle between the picked athletes of the two Universities was regarded as very open. Oxford won by six events to four. In the chess competition, which was conducted at the British Chess Club, Cambridge defeated their opponents by five games to two.

### Cricket.

The committee of the M. C. C. on the 1st April approved the action taken by the captains last December with reference to throwing, but suggested that the actual suspension of any bowler should be postponed, in the hope that what has been done may so far strengthen the hands of umpires as to enable the difficulty to be met without recourse to such drastic measures.

### Tolstoi's Excommunication.

A St. Petersburg correspondent says that the excommunication of Count Leo Tolstoi has excited so much indignation among the ecclesiastical authorities and sympathy with the venerable novelist that a revocation of the decree of the Holy Synod, brought about by the influence of the Russian Government, is now almost certain. It is reported from Vienna that an attempt has been made to assassinate the Russian Minister of the Interior.

### Russian Reinforcements.

The despatch of Russian troops to the Far East continues. The shipping of reinforcements from Odessa has gone on uninterruptedly, but none the less steadily, for the last three years, and those who think that the Odessa General's point of view is the only one, that the fresh additions to Russia's strength there merely counterbalance the withdrawals of men sent back to European Russia on the completion of their term of compulsory service, are very wide of the mark.

### The Duke of Manchester's Bankruptcy.

At the London Bankruptcy Court on 29th March the Duke of Manchester attended for public examination before Mr. Registrar Brougham. Mr. Horace Kent, on behalf of the debtor, asked for an adjournment. Mr. Frank Brough, on behalf of the trustees, supported the application. The Duke's father-in-law, Mr. Zimmermann, had come to this country with a view to making some arrangements with the creditors. It was, therefore, of considerable importance to all parties that an adjournment should take place. The Registrar adjourned the public examination to May 10.

### Our National Revenue.

The Chancellor of the Exchequer has issued the return of the national revenue for the financial year which has just closed. The total receipts were just over £140,000,000 compared with just under £130,000,000 in the previous year, representing an increase of £10,200,000. Of the total revenue £130,384,000 was paid into the Exchequer and £9,616,000 to the local taxation accounts. The latter figure showing a decrease of £280,000. Each of the four quarterly returns of the year indicates an increase on the corresponding period of the previous year. The largest advance of the four on that is the quarter which is just over (£6,769,000).

### A Great Housing Scheme.

The greatest housing scheme that has yet been before the County Council was passed by that body on 2nd April. It finally decided to purchase the Lordship Lane estate at Tottenham, consisting of about 225 acres, at a cost of £91,500. On this estate it is proposed to build 5,779 cottages, to house 42,500 persons, at rents ranging from 6s. to 10s. 6d. a week. The cottages which it is proposed to build are of two storeys, each self-contained and having its own garden. The estimated cost of building is put at £1,600,000. The scheme met with the criticism that it did not meet the wants of the very poorest classes, on whose behalf accommodation was most urgent.

### The "Talbot."

The second-class cruiser *Talbot* is a rather more powerful vessel than the *Bonaventure*, which she relieves, being of 5,600 tons displacement, whereas the latter vessel is 4,360 tons. The *Talbot* is armed with five 6-in. quickfiring guns, six 47 quickfiring guns, and eight 12-pounders, in addition to field service guns and Maxim's, and has a crew of 437 officers and men. The *Bonaventure's* armament is lighter, consisting of two 6-inch quickfiring guns, eight 47 quickfiring guns, eight 6-pounders, and an assortment of field guns and Maxim's. Her crew is 318 officers and men. Both ships are about the same in point of speed, i.e., 18 knots at natural draught power, and 20 knots per hour at their maximum power.

### The Late Rev. J. Stonehouse.

Simple and affecting was the memorial service held in the board-room of the London Missionary Society for the late Rev. Joseph Stonehouse, who was murdered recently near Tientsin. Many friends of the martyred minister attended. The Rev. R. Wardlaw Thompson, in the course of his address, said they had hoped that the peril in China had passed, and that they would soon settle down to new, larger, and more prosperous work, but unfortunately their desire had not been realised. He had received only a few hours previously one of the last letters written by the murdered missionary. Mr. Stonehouse said there was still a good deal of hostility towards Christians in the country districts, and his opinion was that in two years there would be more serious trouble in China, unless some great unexpected change took place.

### Football.

Under Rugby Union rules, the final football match for the county championship took place between Devon and Durham at West Hilditch and was won by Devon by a goal and three tries to a try. Under Association rules an international match at the Crystal Palace between England and Scotland resulted in a draw of two goals each. In the first division of the League competition matches were won by Bolton Wanderers against Blackburn Rovers, Derby County against Stoke, Liverpool against Newcastle United, Preston North End against Burnley, Sheffield Wednesday against Everton, Sunderland against West Bromwich Albion, and Wolverhampton Wanderers against Manchester City. A match between Aston Villa and Sheffield United was drawn.

### Hardly Complimentary.

Writing to his father at Scarborough, Army-Sergeant W. M. Patrick, of the China Expeditionary Force, states that if the British soldiers went dodging around the Settlement at Tientsin after dark, they stood a chance of a Frenchman picking them up by the bayonet. There had been a lot of that game going on lately, but he reckoned he could just about eat three of the French Johnny's before breakfast. The way the Frenchmen knocked about gave the Englishmen the blues, but the Englishmen did "cock 'em" when they passed them. As the song said, "We never speak as we pass by." The Germans, on the other hand, were grand chaps. He believed that they could all say "Good morning" well. At all events, if they could not, they always nodded their head, or winked their eye, or better still, gave a most courteous bow in really good aristocratic style.

### The French Navy.

There is great activity in the building of the French submarine boats at Cherbourg. The *Triton*, *Sirène*, *Eschadon*, and *Silure*, as well as the *Albatros*, are to undergo their trials this year, and the correspondent of the *Yacht* remarks that there is a tendency to give the command of the boats to young officers. A new commander has been appointed to the *Morse*, and already Lieut. Moysan has charge of the completion of the *Silure*, which he is to command. The Northern Squadron has been engaged in wireless telegraphy outside Brest, the *Massena*, *Duquesne*, and *Brutus* being fitted with the apparatus. Communication was established at distances varying between twenty-five and thirty miles, and the trials were conclusive in proving that messages might be exchanged between ships and the shore at about those distances.

### French Naval Bases.

Apart from Bizerta and other Mediterranean stations, which are intended to get the mastery over the Gibraltar and Malta route, says the *Illustrated*, the French are creating three formidable bases on the Cape route to India and the extreme East. The first of these is Dakar, in Senegal, for which a fresh grant of £1,550,000 has been made. The second base is at Diego-Saurez, in Madagascar, which commands the routes between the Cape and India. Diego-Saurez is becoming the most formidable naval station in the Indian Ocean, and is likely to be a perpetual menace to South Africa. The works at Saigon, for which a further sum of £3,000,000 has been voted, are being carried out for the protection of the Indo-Chinese possessions, and affording a basis for the ships of war which will operate in the Chinese seas.

### The Census.

Forty thousand enumerators on 1st April collected over seven million census forms, containing over forty million names. It was a big and important task to crowd into one day, but apparently it was done smoothly and without a casualty, and it is to be hoped, without many errors. The King personally filled up his census form at Windsor Castle. Then followed the names of the other members of the Royal Family in residence there, the numerous officials, and the servants—about one thousand persons altogether. Incidents, some sad, some amusing, are recorded. At Eton, Mrs. Benfield, the wife of a servant at Windsor Castle, was about to give particulars to her husband of what should be entered in the form, when she expired. Enumerators in Leeds were frequently mistaken for rent-collectors, and many people in the poorer quarters pretended to be away from home. At Market Drayton, Salep, an enumerators on business, intent on a large lying in mid canal. The reply from a woman was that he would get a bucket of water thrown over him if he did not run away. Eventually the enumerator got the bucket of water—and the information he wanted. Mr. J. P. Fordom, of Princes Risborough, Buckinghamshire, holds what is perhaps a record. He acted as enumerator in 1851, 1861, 1871, 1881, and 1891, and this year he, for the sixth time, filled the position.

### The King's Civil List.

The report of the Select Committee appointed to consider so much of His Majesty's Speech to both Houses at the opening of Parliament as relates to the Civil List, and His Majesty's most gracious Message of March 3 relating to grants to Her Majesty the Queen and members of His Majesty's family, has been issued.

The Committee recommend that the new Civil List should be fixed according to the following estimate:—

First Class—The Majesty's Privy Purse	£110,000
Second Class—Salaries of His Majesty's Household	105,000
Third Class—Expenses of His Majesty's Household	105,000
Fourth Class—Works, Munitions, Arms, and Special Services	13,000
Sixth Class—Unappropriated	8,000
Total for the Civil List	£440,000

The Committee further recommend that an annuity of £20,000 shall be paid out of the Consolidated Fund to His Royal Highness the Duke of Cornwall and York, who has succeeded to the revenues of the Duchy of Cornwall. They also recommend the grant of an annuity of £10,000 to Her Royal Highness the Duchess of Cornwall and York during the continuance of her marriage with His Royal Highness the Duke of Cornwall and York.

### Britain's Drinks.

The national expenditure upon intoxicating liquors in the United Kingdom in 1900, as estimated by Dr. Dawson Burns, was £1,608,917, being less by £1,271,756 than the same kind of expenditure in 1899. The expenditure in 1900 was equal to £3 18s. 8d. per head, or £19 13s. 4d. for every family of five persons. The actual expenditure per person and family was, of course, very much greater in many cases, while in others nothing was spent on such liquors. Taking the three kingdoms separately, England spent £1,332,443, or an average of £4 3s. 2d. per head; Scotland £143,507, or £2 16s. 4d. per head; Ireland £130,414, or £2 18s. per head. Towards the diminished consumption in 1900, England contributed £1,401,489, and Scotland £127,656, but Ireland showed an increase of £202,498. There was an increased expenditure of £1,495,397 on spirits, but a diminished expenditure on beer of £2,063,437, and on wine of £709,716, the net decrease being (as above stated) £1,271,756. The intoxicating

liquors thus consumed contained no fewer than 94,351,006 gallons of alcohol, the consumption of which, per head, was 2 1/2 in England, 5 1/2 in Scotland, and 1 1/2 in Ireland.

### Submarine Boats.

Captain William Hovgaard, of the Danish Navy, read a paper on submarine-boats before the Institute of Naval Architects recently. The importance of the subject for the British public has been accentuated by the decision of the Admiralty to purchase five boats of the Holland type and to experiment with them. Captain Hovgaard laid down certain specific qualifications. The boat must be able to dive quickly to any desired depth and to keep its depth with certainty and facility. It must also be capable of coming quickly to the surface at any time. Subject to the fulfilment of these conditions, speed, and of low speed—these terms, of course, having a special application to the type of boat, and not being at all applicable to vessels intended to move on the surface of the water. The difficulty is that these conditions have not been fulfilled up to the present. Both Admiral Bowden-Smith and Admiral Sir Edward Fremantle spoke with regret at yesterday's meeting of the fact that the Admiralty had ordered five boats of identical type and all from the same firm, and this regret will be generally shared. The Holland is probably the best type of boat.

### Loot! Loot! Loot!!!

A certain amount of the loot from Peking is finding its way into the West-end auction rooms. Amongst recent objects are a group of figures from Chinese mythology, carved from teak wood, £4; another group of two mythological figures, unique in that it is entirely carved from one solid block of teak, £4; a pair of Chinese grey jade bracelets, £4; some embroidered silk robes £6 and £7 each, and a couple of skirts, £5; a miniature screen of pierced wood, surrounding a square plaque of pierced jade, £10; a silver gilt hair ornament, with green stone in the centre, £5; other hair ornaments worked in seed pearls and kingfisher feathers £3 each. A number of beautiful garments were sold, among them a sea-otter short jacket, lined with blue brocade, which made £42, and a red embroidered Mandarin's robe, lined with silver fox fur, 54 guineas.

### Trade of South-East Asia.

The Commercial, Labour, and Statistical Department of the Board of Trade have just published a valuable report on the Trade and Shipping of South-East Asia, the work of Mr. Thomas Worthington. The report is compiled from the various Foreign Office and Colonial Office documents, and from papers issued by other Powers, and is prefaced by an admirable sketch map. The Philippine Archipelago has not, however, been dealt with, in view of the abnormal condition of things prevailing there of recent years. The subject matter is divided into five parts: (1) French Indo-China; (2) Siam; (3) the Straits Settlements; (4) British possessions in the East Indian Islands; and (5) the Dutch East Indies.

The report does not present any features that will not be known to our readers, and most of the documents on which it is founded have already been dealt with in our columns. It shows that England can still supply many things cheaper than her competitors.

### The Boat Race.

The University boat-race on 25th March was won by Oxford after a magnificent struggle. The weather was unfavourable and the river very rough. At Barnes Bridge, where the race is usually considered to be "over," Cambridge led by a length. In the short stretch to the winning post, however, the Oxford crew made this up and forced their boat to the front, winning by two-fifths of a length. The impossible conjecture, which was thrown out before the race, that Cambridge might win by the "length of their nose" was, therefore, very nearly justified. Even the famous dead-heat-to-speak-a-paradox—was not in fact so close a race; but if the race will be glorious in history for its own sake, it may be epoch-making in the craft of boat-building. The "Brocas," the new Oxford boat, so far as is possible in an out-rigger racing boat, is designed to progress over rather than through the water. It cannot, however, be said that she has proved her superiority. Some critics say that she suffered more from the Cambridge boat from the rough water; but then almost throughout she had rougher water to face, and even if she did not travel so well through waves she proved herself in the race, as in training, a remarkable easy boat to sit, a quality which gives a fully compensating advantage when the wind is high. Dr. Warren, who is said to be immensely interested in his design, can at least congratulate himself with the assurance that the boat will have a further trial. She is at any rate a greater success than the latest experimental ones.

### The "Celtic."

The 4th April witnessed the launch of the greatest vessel which the world has ever seen. The honour of this splendid enterprise rests with the White Star Line and the famous ship-building firm, of Messrs. Harland and Wolff. The *Celtic* for this is the name of the huge ship, is the first vessel ever built to exceed 20,000 tons. She is 20,880 tons gross and 18,650 tons net, while her displacement at a load draught of 36 ft. 6 in. will be 37,700 tons. These are stupendous figures, but their significance is brought out more clearly when one compares them with the other famous ships of the world. The *Great Western*, the pioneer steamship of rather more than sixty years ago, had only a displacement of 2,300 tons; the *Britannia*, which was the pride of the early seventies, had a displacement of 8,500. Within thirty years, therefore, the displacement of the finest vessels afloat has been more than quadrupled. For purposes of such comparison the ill-fated *Great Eastern* may be left out of account. She was born out of her due time, and was fore-doomed to failure. But even the gross tonnage of Brunel's colossal experiment, which has stood unapproached until now, has at length to give place to the *Celtic*, which has a gross tonnage of 20,880 tons, which exceeds by 7,000 tons that of the largest German steamer, the *Kaiser Wilhelm der Grosse*, and by 3,000 tons the other famous ship of the White Star Line, the *Oceanic*, launched about a twelvemonth ago. The *Celtic* is five feet shorter than the last-named boat, but in all other respects she will be easily first among the big ships of the seas, with a huge bulk out-weighting the two heaviest ironclads that swim.

### Mountaineers in Mutiny.

From Bienne, in the Chamounix Valley, there was reported on the 1st ult., a riot so serious as to suggest one of the medieval cantonal wars. It appears that the Municipal Council of Bienne, a town in the valley, had sold to a rival valley a mountain on which pasturage rights had long been enjoyed by the population. The latter rose in wrath and

carried their protest to the extreme of attempting to burn the town hall down. Then the gendarmes had to use weapons, and there was sanguinary conflict, in which both sides used firearms. Ten persons were killed and fifteen injured, two of them policemen.

### The Launch of the "Celtic."

The White Star line *Celtic*, the largest ship in the world, was launched on the 4th ult. amid great enthusiasm from Queen's Island, Belfast, in the presence of fully 10,000 people. A special platform had been erected at the bows and port side of the ship for a distinguished company invited by the owners and builders. The guests included the Countess Cadogan, the Marquis and Marchioness of Dufferin and Ava, the Marquis and Marchioness of Londonderry, the Marquis of Hertford, the Countess of Antrim, the Earl and Countess of Shaftesbury, and many others. Albert Quay and Victoria Wharf and quays on both sides of the river had been reserved for the general public, who were admitted by tickets, the proceeds being devoted to the fund for the Queen's Memorial Statue. The weather was of most favourable description, the water being quite calm. A powerful detonator was discharged at 10.15 when Mr. Carlisle, the manager, opened an hydraulic valve, and amid cries of "She's moving!" the new liner, first slowly and then with considerable force, glided from the slips, and within half a minute the *Celtic* was afloat. Three pairs of anchors were immediately lowered, and in her own length the great ship was pulled up. There were enthusiastic cheers, accompanied by the waving of handkerchiefs and screams of siren and fog-horns. The *Celtic* was afterwards towed to Alexandra Wharf, where she will receive her engines. The christening ceremony was performed by the Marchioness of Dufferin.

### Discomforts of a Submarine.

THE TRIALS OF THE "HOLLAND." The official reports of Lieutenant-Commander Edward, U.S.N. and commanding officer of the boat, Lieutenant H. H. Caldwell, in regard to the trial of the submarine boat *Holland* are very interesting. The trials were made in obedience to the Department's order of January 5, 1901, and the Bureau's instructions of January 10, 1901, and the results are as follows: The report begins with a description of the boat, from which it is seen that she is of circular section, the greatest diameter being 11 ft. and the end 5 ft. On the surface and in the air wash position she is propelled by a gas-engine of about 45-horse power. Under the surface she is propelled by a motor, which receives the current from a storage battery. This battery requires to be charged by a dynamo driven by the gas-engine. The *Holland* was conveyed by the United States tug *Standish*. The weather was reported by the commander of the *Standish* to be excellent, and could not have been more favourable during the winter. The Navy crew also were in excellent condition, "thoroughly competent and trained." For months preceding the time that the Navy crew were placed in charge Lieutenant H. H. Caldwell, who is commanding officer of the *Holland*, had seen the civilian crew of the submarine boat work all appliances, and therefore he had an excellent chance to compare the efficiency of the two crews. And the various mechanical appliances were in better condition than when the navy crew were placed in charge. The boat, the report says, may give out and be rendered helpless if one of three things become exhausted, "the air supply, the ignition current, or the storage electric current." When under way

THE AVERAGE OIL CONSUMPTION. by the engine was five gallons an hour. She carries 1,300 gallons in her tanks, and during the 15 miles trip she used only 175 gallons. She has, as far as oil is concerned, a large radius of action. But it is on the crew that the time of action tells. "Careful watch must be kept while the batteries are being charged as well as when the propelling engines are in operation, and there must naturally be a limit to the time when men can remain continuously on duty. We are further told of the kind of hardships the crew had to endure. One poor fellow said "it was so cold that he was not able to sleep while the boat was standing on watch." They then tried artificial means of producing warmth, for "during the first half of the trip two electric heaters were used to make the run more comfortable," but "during the last half of the run it was not deemed advisable to use them, since they consumed so much current of electricity that it was apprehensive that the storage battery would run down." To secure good ventilation when on the surface, there is a ventilator directly over the gas-engine, and the conning tower also serves as a good air-shaft. But there is danger from the gasoline when the boat is submerged. The report says: "Gasoline is a great searcher, and if there is a defective joint or weakness in the piping it will be found by this combustible. One of the resultant products of combustion of gasoline is carbonic oxide, a deadly poison. Since this gas is odorless it is particularly dangerous; because of its insidiousness. An accident may happen which may cause the gasoline to leak, and in this manner the odorless, deadly poisons may be formed." Even on the surface

### THE DEADLY POISON ABOUT THE ENGINE.

Lieut. Caldwell says: "The first turn that I spent in the engine-room of the *Holland* was an exceedingly trying one, for there was just enough odor from the gas to make me uncomfortable. Afterwards I became accustomed to the exciting conditions and did not seem to notice any disagreeable odor for the rest of the day. The following morning, however, I not only had something of a headache, but for several hours experienced a nervous sensation which I have never undergone before." Three different systems are used in the boat for obtaining energy—namely, gasoline, electricity, and compressed air. The first is extremely liable to catch fire. During the starting of the engine there was a small discharge of gas into the hull from some improper working of the machinery in charge of the motor became very much distressed, and when he came on deck to see the apparent very pallid and not far from collapsing. Then, again, the compartments were always damp, and "it must be difficult to keep the electric motors in a high state of efficiency." Salt water also must fall down the hatches and impair the ventilation. The air flasks have a pressure of 2,000 lb., and if an explosion took place it would destroy the vessel. The crew also endured much from want of proper food. For they "had no cooked meals, but ate from a larder basket, and there was not one of them who could assume even a comfortable position in carrying on his work. The atmosphere was very humid, and with a low temperature there must necessarily have been depressing conditions. The machinist operating the gas-engine and the electrician were in charge of the motors were almost continuously on duty for thirty hours. For during the first three stoppages they had to remain at their posts to make adjustments and to charge the storage battery. To the crew the management of a submarine even on the surface is no simple and enjoyable trip.

### Shipping.

ARRIVALS.  
YARMA, French steamer, 4,355, Negre, 4th May.—Shanghai and May, Mails, and General.—Messageries Maritimes.  
ANDRIA, German steamer, 3,288, M. Duckstein, 4th May.—Hamburg 1st Mar., and Singapore 28th April, General.—Siemens & Co.  
TAKOW, French torpedo-boat destroyer, 280, Houssaye, 4th May.—Shanghai and Amoy 2nd May.  
TRITON, German steamer, 1,033, H. Clausen, 5th May.—Saigon 30th April, Rice and Flour.—Wing Wo.  
FUSHUN, British steamer, 1,500, W. H. Hunt, 5th May.—Shanghai 1st May, General.—C. M. S. N. Co.  
KONG BENG, German steamer, 862, C. Fuchs, 5th May.—Bangkok 29th April, General.—Butterfield & Swire.  
ARIEL, Norwegian steamer, 694, Ch. Rafen, 5th May.—Chinkiang 29th April, Rice.—Melchers & Co.  
ANPING MARU, Japanese steamer, 1,053, Atsumi, 5th May.—Fochow 1st May, J. General.—Mitsui Bussan Kaisha.  
PYRRIUS, British steamer, 2,381, J. W. Walker, 5th May.—Mojil 30th April, Coal and General.—Butterfield & Swire.  
CANTON, British steamer, 1,110, D. F. F. Lawrence, 5th May.—Canton 4th May, General.—Jardine, Matheson & Co.  
SUNGKIANG, British steamer, 1,021, S. W. Moore, 5th May.—Manila 3rd May, General.—Butterfield & Swire.  
ALGERINE, British sloop, 1,050, E. D. Hunt, 5th May.—Singapore 28th April.  
LAOS, French steamer, 2,331, Flandin, 5th May.—Marseilles 7th April, and Saigon 1st May, Mails and General.—Messageries Maritimes.  
TSURUGISAN MARU, Japanese steamer, 2,560, J. Narasaki, 5th May.—Mojil 30th April, Coal.—Mitsui Bussan Kaisha.  
TAIYO MARU, Japanese steamer, 783, H. Bathurst, 5th May.—Haiphong via Pakhoi and Hoihow 1st May, General.—Douglas, Lapraik & Co.  
BISAGNO, Italian steamer, 1,500, Brusca, Pietro, 5th May.—Bombay 17th April, and Singapore 29th April, General.—Carlowitz & Co.  
GUTHRIE, British steamer, 2,338, W. G. McArthur, 6th May.—Kobe 30th April, General.—Gibb, Livingston & Co.  
CHOYANG, British str., 1,194, G. H. Bowker, 6th May.—Canton 5th May, General.—Jardine, Matheson & Co.  
E-SANG, British steamer, 1,127, L. H. Tipples, 6th May.—Canton 5th May, General.—Jardine, Matheson & Co.  
WHAMPOA, British steamer, 1,110, M. E. Laver, 6th May.—Canton 5th May, General.—Butterfield & Swire.  
CLAYDON, British steamer, 2,085, Parker, 6th May.—New York 6th Mar., Case Oil.—Order.  
KACHIDATE MARU, Japanese steamer, 2,472, S. Fujiki, 6th May.—Kuchinotzu 1st May, Coal.—Mitsui Bussan Kaisha.  
CHINA, German steamer, 1,113, P. Voss, 6th May.—Newchwang 28th April, and Chefoo 30th April, General.—E. A. Trading Co.  
DUNOTTAR, British steamer, 2,274, Mackenzie, 6th May.—Bordeaux 17th Mar., General.—Doddwell & Co., Ltd.  
HERMIONE, British cruiser, 4,560, Cumming, 6th May.—Tung-yung 4th May.  
HAILAM, French steamer, 377, M. Marlis, 6th May.—Pakhoi and Hoihow 5th May, General.—A. R. Mary.  
SULLBERG, German steamer, 782, J. Jensen, 6th May.—Chefoo 29th April, General.—Siemens & Co.  
MICHAEL JENSEN, German steamer, 710, J. Jensen, 6th May.—Haiphong 2nd May, and Hoihow 5th, General.—Jensen & Co.

CLEARANCES AT THE HARBOUR OFFICE.  
Fushun, British str., for Canton.  
Ariel, Norwegian str., for Canton.  
Dunottar, British str., for Hankow.  
Taiyo Maru, Japanese str., for Canton.  
La Rade, French str., for Canton.  
Andria, German str., for Yokohama.  
Canton, British str., for Shanghai.  
Saining, British str., for Wuchow.  
Kaifeng, British str., for Hoihow.  
W. Pine, Chinese steam-launch, for Wuchow.  
Glengarry, British str., for Kuchinotzu.  
Kongnam, British str., for Canton.

DEPARTURES.  
May 5, Hailan, British str., for Swatow.  
May 5, Midzuru Maru, Jap. str., for Swatow.  
May 5, Arisida, Austrian str., for Moji.  
May 5, Wingang, British str., for Swatow.  
May 5, Tsintau, German str., for Canton.  
May 6, Yarra, French str., for Europe.  
May 6, Clara, German str., for Hoihow.  
May 6, Glenfield, British str., for Kobe.  
May 6, Chihli, British str., for Moji.  
May 6, Lindita, British transport, for Amoy.  
May 6, Ulu, British transport, for Singapore.  
May 6, Laos, French str., for Shanghai.  
May 6, Canton, British str., for Shanghai.  
May 6, Kaifeng, British str., for Hoihow.  
May 6, Fushun, British str., for Canton.

PASSENGERS—ARRIVED.  
Per Triton, from Saigon—8 Chinese.  
Per Kong Beng, from Bangkok—2 Europeans and 20 Chinese.  
Per Anping Maru, from Fochow—1 European, and 205 Chinese.  
Per Fushun, from Shanghai—Capt. Anderson, Messrs. Dells, Harms, Weinrich, Francisco, See Yat, Manners and Carman.  
Per Sungkiang from Manila—Commander Ogden, Messrs. J. S. Doak, G. H. Garhan, B. Okolevich, I. W. Clark, C. Milstent, and J. T. Colvin.  
Per Yarra, for Hongkong from Yokohama—Messrs. de Sage and Wong She Chung, from Kobe—Messrs. James Gray and Wong Yuk Nan, from Nagasaki—Mr. S. G. Mills, from Shanghai—Mrs. F. Hutchison and family, Mrs. Grandon, Mrs. Kinch, Mr. and Mrs. Fongeng and child, Capt. Mollos and 1 Assistant, Messrs. Ferwick and J. Yerex, Sergeants Wilchup, Cox, Baker, Mr. F. Druns, 1 Indian and 1 Chinese.—For Marseilles from Yokohama—Messrs. Pernot, Mudge, F. S. Clark, C. D. Clark and Cully, from Nagasaki—Messrs. Tonlone, Mogner, and 9 French Marines.  
From Shanghai—Messrs. R. Currie, Kim Tuan Son, Min Yeh Eon, Min Tchei Houn, Ni Eijong Yeh, Yi Ha Heng, Oh Eal Yeng, Yi Han Yung, Ming Sang Hien, Hong Hien Sik, Kung Ehai Hien, Kim Myeng Sin, Yi Han Hien, Min Yon Sik, Ejo Yong Ha, Kong San Eon, Han Koin Hien, Kang Ki-Seng, C. R. P. Maur, Bendjirah, Max, Siecke, and 2 Frenchmen.—For Suva—Messrs. Kelidid, Roupas and Rehakis.—For Colombo—Mr. Dandson.—For Singapore—Messrs. de Evans, L. Miall, Mrs. Kern, and Mrs. Schlier, from Nagasaki for Saigon—Mr. Courtein.  
Per Guthrie, from Kobe for Australia—Mr. Stretton.  
Per Atung, from Singapore—Messrs. Camilla, Paul, Cesare, Renata, Galluzer, and 249 Chinese.  
Per Laos, for Hongkong from Marseilles—Messrs. Pakenham, W. Clark, Consul Dautremere and servant, Mr. J. Powell, Mr. and Mrs. Silvil and 4 children, from Colombo—Messrs. Kinsey and Hoping, from Singapore—Messrs. L. Oliver, F. Kingsley, F. D. McKay, G. Garging, A. G. Walsh, Mr. and Mrs. MacDonald, Mr. E. Dulge, and 2 Chinese.—From Saigon—Messrs. Le Fan, Gaudier, and 17 Chinese.

Mrs. De Jesus and daughters, Messrs. Monnier, Bar, Stamber, and 21 Chinese. Departed.

Per Yarra, for Saigon—Mrs. Mooney and child, Mrs. Greffe and child, for Singapore—Mr. and Mrs. Rescio, Messrs. J. Herman, H. T. Seymour, G. H. J. Sadman, Reys, A. S. Pereira and F. X. Fernandes, For Batavia—Mr. W. Ninaber.—For Samarang—Mr. D. Gonsward, For Marseilles—Capt. D. G. da Amaral, Messrs. J. Colvin, M. Manique, G. Maron and L. Gilles.

Per Laos, for Shanghai—Mrs. Sampson Way, Mrs. Mathews, Miss Nicoll, Mrs. C. Ozario and 3 children, Mrs. Rivero and child, Messrs. W. Daniels, Tan Cheng Tim, T. C. Ferguson, Lyons Bornemann, J. Heidescooper, T. Golito, H. R. Wadmore, D. Melen, E. Holthaus, Mrs. Evenberg, Mrs. A. S. Pereira, Mrs. Barreto, For Kobe—Mr. V. Cherot and J. R. Smith.—For Yokohama—Miss A. Ebert and Mr. Jabot.

### SHIPPING REPORTS.

Capt. C. Fuchs, of the steamship *Kong-Beng*, from Bangkok, reports:—Fine weather with E. wind.

Capt. W. H. Lunt, of the steamship *Fushun*, from Shanghai, reports:—Light variable airs, calm and fog.

Captain W. G. McArthur, of the steamship *Cuthrie*, from Kobe, reports:—Thick fog with light variable winds and smooth sea, with much rain throughout the passage.



## Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., &amp; OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

## PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 7th May, at Noon.
"CHINA"	SATURDAY, 25th May, at Noon.
"DORIC"	SATURDAY, 1st June, at Noon.
"FERT"	TUESDAY, 19th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, TO-MORROW, the 7th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports; to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

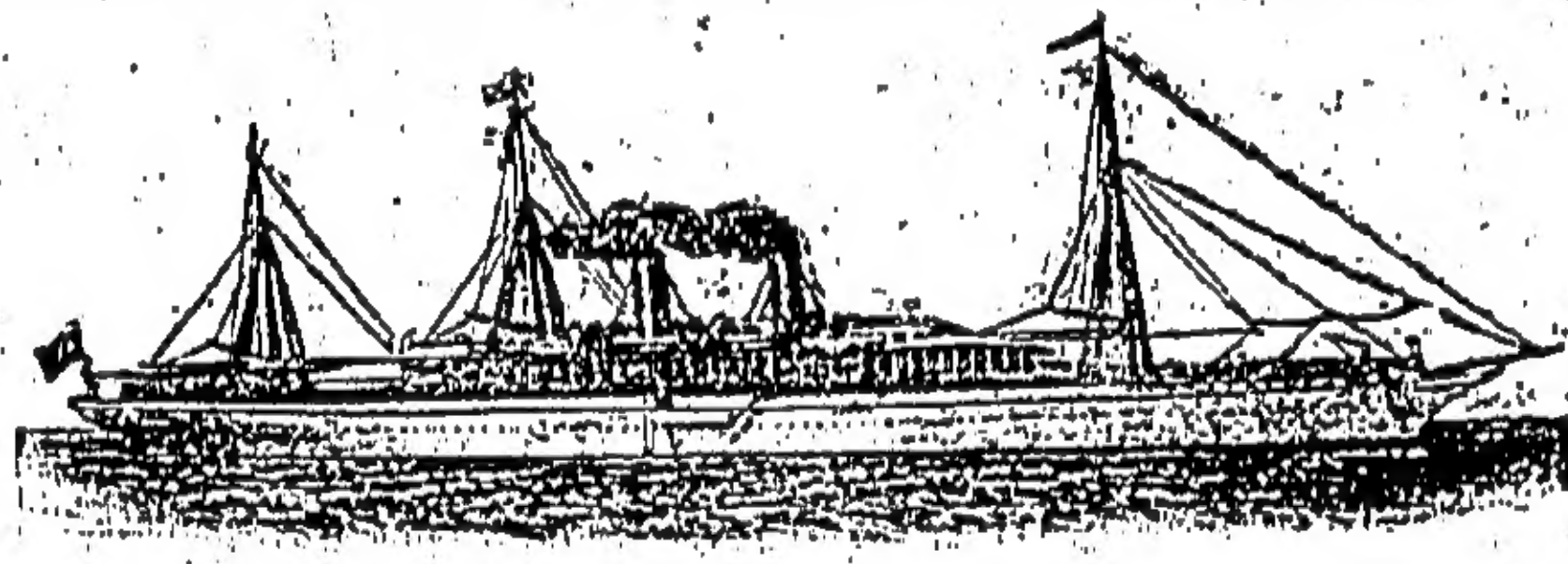
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 6th May, 1901.

GEORGE ECKLEY,  
Acting Agent.CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 15th May.
EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 5th June.
EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World); the LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition); and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY, through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pulford's Street.

Hongkong, 24th April, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE.)	21st May. Freight.
SEGROVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	31st May. Freight.
WITTENBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU G. Anderson	KOBE and YOKOHAMA	FRIDAY, 10th May, at Daylight.
KINSHIU MARU F. J. Horton	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	SATURDAY, 11th May, at 4 P.M.
AWA MARU N. Trent	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 17th May, at Daylight.
MIKE MARU M. Yagi	MOJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at Noon.
WAKASA MARU J. B. MacMillan	KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight.
ROSETTA MARU N. Tate	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU S. Yoshizawa	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

Hongkong, 6th May, 1901.

A. S. MIHARA,  
Manager.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 11th June, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 4th July, at Noon.

## THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railways; also the CANADIAN PACIFIC Railway on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 23rd April, 1901.

F. BLACKHEAD & CO.,  
SHIPCHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,  
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM  
FOR STRAITS, CEYLON, AUSTRALIA,  
EGYPT, MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, CONTINENTAL AND AMERICAN PORTS).

THE Steamship  
"BALLAARAT"  
Captain C. T. Denny, R.N.R., carrying His Majesty's Mails, will be despatched from this port for MARSEILLES and LONDON without transhipment, on SATURDAY, the 11th instant, at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for Marseilles and London, will be conveyed direct without transhipment.

Parcels will be received at the Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 2nd May, 1901.

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

## PROPOSED SAILINGS FROM HONGKONG.

VIA  
SHANGHAI, INLAND SEA OF JAPAN,  
KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Tacoma	2,811	A. Dixon	May 17
Victoria	3,502	J. Pantan	May 28
Bremer	3,601	W. Watt	June 7
Genoa	3,750	W. Frakes	June 28

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.  
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.  
The best route to the KLYNDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to  
DODWELL & Co., LIMITED,  
General Agents.

Hongkong, 6th May, 1901.

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.  
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

ANDOLPH OURIG, American ship, Amesbury.  
Standard Oil Co.  
SEA WITCH, American ship, Howes—Master, HATTIE C. SMITH, American schooner, Riley, Master.

GLAYRINO, Brit. str., T. Barker—Doddwell & Co., General Agents.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	7th instant.
MANILA	"SUNGKLANG"	9th instant.
KOBE and YOKOHAMA	"CHANGSHA"	10th instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 3rd May, 1901.

OCEAN STEAMSHIP COMPANY.  
OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"MAGHAON"	9th May.
"	"ACHILLES"	14th May.
"	"PROMETHEUS"	26th May.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"ANTENOR"	14th May.
"	"CALCHAS"	28th May.
LIVERPOOL (DIRECT)	"PYRRHUS"	10th May.
(Taking Cargo at LONDON RATES)	"ULYSSES"	18th May.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents, O. S. S. Co.

Hongkong, 4th May, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR FOCHOW, VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"  
Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 8th May, at Daylight.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 24th April, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR"  
Captain J. G. O'Brien, will be despatched for the above Ports, on THURSDAY, the 9th instant, at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, 4th May, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"  
Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly-qualified Surgeon are carried.

V.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 15th April, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR SWATOW, AMOY &amp; TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"  
Captain K. Sudzuki, will be despatched as above on WEDNESDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 1st May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
SINGAPORE, PENANG, RANGOON,  
COLOMBO, ADEN, SUEZ, PORT SAID,  
FLORENCE AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"GISELA,"  
Captain Mosca, will be despatched as above on WEDNESDAY, the 15th May, 2 P.M.

For Information as to Passage and Freight, apply to  
SANDER, WIELER & Co.,  
Agents.

Hongkong, 24th April, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with  
THE OREGON RAILROAD AND  
NAVIGATION COMPANY,  
Operating the New First-class Steamships  
"INDRAVELL," "INDRAPURA,"  
between  
HONGKONG and PORTLAND (Ore.).

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION"  
will be despatched for PORTLAND (Ore.) on WEDNESDAY, the 15th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports.

For through Rates of Freight and further information communicate with or apply to  
ALLAN CAMERON,  
General Agent,  
or to  
SHEWAN, TOMES & Co.,  
Hongkong, 1st May, 1901.

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA,"  
Captain R. W. Almond, will be despatched as above TO-MORROW, the 7th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 4th May, 1901.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO AND  
SAN FRANCISCO,  
VIA SHANGHAI, INLAND SEA OF  
JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.  
Carlisle City... about May 12  
Belgian King... about June 10

THE Steamship

"CARLISLE CITY,"  
will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 12th May.

Through Bills of Lading issued to any point in the United States.

C



## ACTION AGAINST THE "RIO."

An action to recover \$52,000 from the Pacific Mail Steamship Company for alleged breach of contract has been commenced in the United States District Court before Judge De Haven without a jury by John J. English and 123 others. Riordan and Lande appeared for the plaintiffs, while the company was represented by J. E. Foulds. The plaintiffs allege that on September 27, 1900, they employed a ship to be shipped to China for use of the German cavalry. They went over in the horse transports *Nuremberg* and *Sanna* and had no complaint to make of that portion of the trip.

When the live stock was safely delivered at Nagasaki, however, and they were ready to return, the trouble began. Their contracts called for return passage in the European steamer, and at Nagasaki they were furnished with tickets in accordance with the contract. They took passage on the steamship *City of Rio de Janeiro* and sailed from Nagasaki on November 14th of the same year, but in place of the European steamer, they were quartered in the Asiatic steamer among Mongolians and Malays, to their great bodily discomfort and mental suffering. Protests were of no avail and they were furnished, they say, with ill-smelling and worse tasting food, which rendered them ill and unfit for employment on reach-America. The defense of the transportation company was a denial that their quarters were in the Asiatic steamer, which, though located on the same deck, was separated from the European steamer by canvas bulkheads. The steamer *steward of the Rio*, whose testimony would have been of value, was lost when the steamship sank on February 22nd, and the company denies on showing that the plaintiffs do not know and of the vessel from another. So far, however, the witnesses among the stockmen have testified that the berths they occupied were of a decidedly Oriental character, and marked with Chinese characters.

## COREAN NEWS.

(via JAPAN.)

TOKIO, April 25th.

It is confidently reported that Mr. Hayashi, Japanese Minister in Seoul, has not been received in audience by the Korean Emperor, but the Japanese authorities state that even if Mr. Hayashi has not been received in audience by the Emperor it will not affect outstanding questions between the two countries. A Seoul despatch has been received here stating that the Japanese Minister has lodged a demand for the construction of wireless telegraph stations and cables on the Korean coast, and the extension of the Seoul telegraph with the Korean Government. The demand has no relation whatever to the recent loan affair, instructions relative thereto having been given Mr. Hayashi some time ago. — *Asahi*.

TOKIO, April 25th.

It was previously reported that the Russian marines in Hankow, near Masampou, fifteen in all, under command of an officer—would be withdrawn in deference to the representation of the Japanese Government, but the latest arrangement is that seven men shall stay there as a police, it being understood that they are not to carry weapons. — *Mainichi*.

## THE FAR EAST IN PARLIAMENT.

## HONGKONG'S DEFENCES.

March 29th.

In Committee of Supply to consider the Navy Estimates, Mr. Warner maintained that the defences of Hongkong were in a hopeless condition, and asked for particulars of the expenditure now proposed. Mr. Prettiman, in reply, said the question of the guns at Hongkong was one with which the War Office were solely concerned. Captain Morton said he hoped that now Russia had appeared in the China Sea the naval officers would be encouraged to learn Russian as the officers of the Indian Army were.

## LANGUAGES.

On the vote of £119,000 for establishments for military education, Captain Morton pointed out that only £550 was put down for promoting efficiency in languages. This was exactly the same sum as had been voted last year, and he regretted that the War Office had not seen fit to offer an increased incentive to our officers to study modern languages. Mr. Richards dwelt on the absurd inadequacy of this item of £550. He thought that non-commissioned officers should be taught French and German. A knowledge of Chinese might be useful to our officers. Mr. Balfour said he had considerable sympathy with the views expressed, and he had no doubt that it would be of advantage to both the naval and military services if there were more knowledge of foreign languages among the officers. It was rather hard to suggest Chinese as a useful accomplishment, and he had been informed by gentlemen familiar with Chinese trade that the common means of communication even among the Chinese themselves was by what was known as pidgin-English.

## THE SIEGE OF TIENTSIN.

(April 2nd.) Mr. Verburgh asked the Secretary of State for War whether the Government had in any way acknowledged the service rendered by Mr. James Watts, a British subject, who during the recent siege of Tientsin rode from there to Ta-ku, through a country swarming with Boxers, to convey information to Admiral Bruce as to the serious state of affairs then prevailing at Tientsin, and whether the German Government had decorated Mr. Watts. Viscount Cranborne, who replied, said: His Majesty's Government have expressed to Mr. Watts their high appreciation of the gallant and distinguished service rendered by him to the European community at Tientsin during the siege, but he is unfortunately not eligible by existing warrants for any British order or medal. The German Emperor has signified his desire to confer a medal upon Mr. Watts.

## THE MANCHURIAN AGREEMENT.

Sir E. Ashmead-Bartlett asked the Under-Secretary of State for Foreign Affairs whether he could now give the House any definite information as to the Russo-Chinese Agreement regarding Manchuria, and especially as to whether His Majesty's Government was supporting the Chinese Government in their refusal to sign this agreement. Viscount Cranborne: I am not able to add anything to that which I stated on March 20th in regard to Manchuria.

## THE CHINESE CRISIS.

Sir E. Ashmead-Bartlett rose to call attention to the position of affairs in China, and to move "That no settlement of the present crisis in China will be satisfactory to this House that does not completely exclude Russian military and political control from Manchuria." He impressed upon the Government that if they failed to do their duty with regard to the present position of the Far East they would not be readily forgiven by the country. If the Government were willing to use Japan, as they sought, they had nothing to fear, and there was no danger of war, but he much feared that they hesitated to give the moral support to Japan in resisting Russian aggression which Japan expected from us. Unless the Government were

willing to give this, he was afraid the Japanese might be forced into alliance with Russia rather than with us. We must offer something to Japan, and we could offer them a protectorate over Korea. He also thought one of the first objects of our policy should be to encourage the party of reform in China. It was the aim of Russia to keep China as corrupt and rotten as possible in order that when the time came the country might be more readily fall within her grasp.

An ineffectual attempt was then made to count out the House, after which the hon. member resumed. He said now was the time for the Government to act in China. They might employ as "courteous language towards Russia as they chose, but they must take up the question before it was too late, before Russia had got practical control of Manchuria. He concluded by moving his resolution.

Mr. Lawson, in seconding the resolution, said he desired to call attention to one serious aspect of the matter so far as it affected Lancashire. China was the second largest customer of Lancashire in regard to cotton, and the people of Lancashire felt that if the agreement were allowed to be concluded it would start a principle full of danger and threatening to their trade. They recognised the difficulty of the Chinese problem. In view of the attitude of Russia he thought we were justified in being anxious and watchful, and in taking some firm stand if occasion should necessitate.

Mr. Yerburgh said that if he would have been in order in proposing an amendment he would have preferred a motion simply in favour of the support of the Southern Viceroy. The Government had missed a golden opportunity in the centre of China before the troubles in China reached their climax. The Viceroy of Nanking offered to our Government the occupation of the forts of the Yangtze. If they had accepted the offer it would have strengthened the Viceroy in the centre of China in their attitude of resistance to the evil influences at Peking. Another opportunity was lost afterwards when the negotiations were entered into between ourselves and the Court. The proper people through whom to have negotiated were these Viceroy in the centre of China, who were advocates of reform, and not Li Hung-chang and those acting with him. But there was one more opportunity before us. Lord Lansdowne had stated the other day that it was not our business to force reforms on China. He knew of no one who would venture to suggest that, but there were those who suggested that reform might be offered to China. He denied that the Boxer movement was a national one; it was a movement engineered by the Manchurian party; but there was a national movement in China to-day against what was believed to be the aggressive action of Russia in the north. There was also remarkable evidence that there was a strong party among the Chinese people in favour of reforms, and the Government of this country should make it an integral part of a settlement that the great Viceroy in the Yangtze province should be allowed to carry out those reforms for which they had memorials to the Throne. This would strengthen these reforming Viceroy and give new life to China.

Sir J. Colborne opposed the motion as one that could not possibly be accepted. In its terms it was vague, and no definition was attempted of the very vague geographical expression Manchuria. He traced the history of the Russian advance to the Pacific, including the defence at the time of the Crimean War at Petropavlovsk. Could the House then exclude Russia from Manchuria, and was not the policy of the resolution absolutely impossible? All we could do was to see that Russian power was not used in a way adverse to the interest of all the Powers and to their commerce. The hon. member was still speaking at mid-night when the debate stood adjourned. — *L. & C. Express*.

## NOTANDA.

## CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1895.

Barometer	29.867
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

TO-DAY.

WEATHER REPORT.

Barometer	29.82	On date at 4 p.m.
Thermometer	79	29.78
Humidity	74	83
Rainfall	0.60	

TO-DAY.

Monday, 6th May, 1901.

Chinese—18th of 3rd moon of 27th year of Kwang-su.

Sun—Rises	5hr. 26min.
Sun—Sets	6hr. 20min.
High water—Morning	9hr. 42min.
Afternoon	3hr. 52min.
Low water—Morning	3hr. 35min.
Afternoon	5hr. 7min.

ANNIVERSARIES.

1874—Attack on Mr. Wood at the British Legation, Tokio.

1882—Phoenix Park murders.

1892—Peking-Fushun collision in the Yangtze.

1897—Pharsalia captured by the Turks.

1899—Mr. Miers fatally injured while alongside U.S.S. *Charleston*.

TO-MORROW.

Tuesday, 7th May, 1901.

Chinese—19th of 3rd moon of 27th year of Kwang-su.

Sun—Rises	5hr. 25min.
Sun—Sets	6hr. 27min.
Moon—Max Dec. S.	3hr. a.m.
High water—Morning	10hr. 7min.
Afternoon	4hr. 0min.
Low water—Morning	3hr. 50min.
Afternoon	5hr. 50min.

ANNIVERSARIES.

1842—Earthquake at St. Domingo 10,000 lives lost.

1847—Earl of Rosebery born.

1865—Lord Brougham died.

1875—Japan gave the southern half of Saghalien to Russia in exchange for the Kurile Isles.

1891—Governor Sir Wm. des Vaux left for England.

1892—Arrival of the Hongkong Regiment.

1897—Macao declared a free port.

1898—Mr. Lindsay S. Crawford died of plague.

1899—France makes a demand of £1,200,000 for the arrest of Father Flcury.

## AGENDA.

TO-DAY.

9 p.m.—The Brough Company at the Theatre Royal.

Cargo ex *Catharine* subject to rent.

TO-MORROW.

Noon—O. & C. Co's steamer *Gaelic* leaves for Honolulu via Shanghai, etc.

5 p.m.—C. M. Co's steamer *Perla* leaves for Manila.

WEDNESDAY, 5th.

Daylight—D. & Co's steamer *Hailong* leaves for Coast Ports.

6.30 p.m.—Regular Meeting United Service Lodge No. 1341 E.C.

Cargo ex *Glenarry* subject to rent.

Cargo ex *Gaelic* subject to rent.

THURSDAY, 6th.

3 p.m.—D. S. S. & Co's steamer *Catharine* leaves for Indian Ports.

5 p.m.—E. & A. Co's steamer *Guthrie* leaves for Australian Ports.

Cargo ex *Japan* subject to rent.

SATURDAY, 11th.

Noon—P. & O. steamer *Ballaarat* with Mails etc. leaves for Europe.

WEDNESDAY, 15th.

Daylight—D. S. S. & Co's steamer *Atashi* leaves for Coast Ports.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

May 3rd.

Mr. Dixon, chief officer of the s.s. *Hankow*, has taken command of the s.s. *Saimun*, on the Canton Wuchow run.

Captain Lossius, of the s.s. *Nanning*, takes command of the *Fatshan*, on the Hongkong-Canton run.

Captain Dick, of the s.s. *Fatshan*, goes home.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

Canadian (*Empress of Japan*) to-morrow.

American (*Hongkong Maru*) to-morrow.

Tacoma (*Victoria*) 9th instant.

Tacoma (*Tacoma*) 9th instant.

English (*Bengal*) 10th instant.

German (*Hamburg*) 14th instant.

American (*China*) 15th instant.

American (*Doric*) 23rd instant.

The T. K. K. steamer *Hongkong Maru* with Mails, &c. left Shanghai for this port on Saturday, the 4th inst., at 10 p.m.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India*, left Yokohama for Vancouver on Friday p.m., the 3rd inst.

The P. & O. S. N. Co's steamer *Bengal*, left Singapore for this port yesterday, the 5th inst., at noon with the Outward English Mails, and is due here on Friday, the 10th inst., at about 6 a.m.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Shanghai at mid-night on Friday, the 3rd inst., and left again at 9 p.m., on Saturday, the 4th inst. for Hongkong where she is due to arrive at 9 a.m., on Tuesday, the 7th inst.

HONGKONG AND WHAMPDO DOCK RETURNS.

U.S.S. <i>Bennington</i>	at Kowloon Dock
<i>Nanchang</i>	" "
<i>Centurion</i>	" "
<i>Argus</i>	" "
<i>Hongkong</i>	" "
<i>Meade</i>	" "
<i>Newark</i>	" "
<i>Salmon</i>	" "
<i>Zaire</i>	" "
<i>Rurnside</i>	" "
<i>Styx</i>	" "
<i>Compania de Filipina</i>	" "
<i>Lung Tsing</i>	" "
<i>Hangchow</i>	" "
<i>Colonies</i>	" "
<i>Pattana</i>	" "
<i>Gaelic</i>	" "
<i>Largo Bay</i>	" "

PASSED THE CANAL.

Outward—16th April—*Maheon*, *Achilles*, *India*, *Adriatic*, *Deception*, *Eastwold*, *Ville d'Alger*, 19th April—*Bengal*, *Banca*, *Nuremberg*, 23rd April—*Annam*, *Hamburg*, *Bennahr*, 26th April—*Wakasa*, *Maheon*, *Coulsen*, 30th April—*Prometheus*, *Strasbourg*, *Auchanard*, *Dragon*, *Heathburn*, *ard*, *May*, *Eruat*, *Simoni*, *Glenducky*, *Java*, *May*, *Valeris*, *Lakland*, *Maria*, *Lindensall*, *Kidcoris*.

Homeward—9th April—26th April—*Stutt*, *part*, 3rd May—*Stentor*.

Arrivals at Home—1st May—*Adriatic*, *Binga*, *Maheon*, *Patroclus*, 4th May—*Jutland*, *Moravia*, *Pathan*.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Ahern, J.	London, H. J.
Agan, D.	Lester, H.
Arian, D.	Lyall, R.
Arthur, T.	Laglaise, L.
Auger Bishop Van	Lies, Miss
Armistead, Miss A. J.	Lober, A.
Brokenshire, F.	Martin, Miss E. G. O.
Beal, Gunner J.	Martin, T.
Brown J.	Minchin, D. J.
Boyd, K. P.	Molty, M.
Beylis, M.	Moothouse, J.
Bannerman, J.	McIntosh, J.
Burson, Chas.	Moore, Bishop
Beut, G.	Merry, Mrs. D. J.
Bryan, M. R.	Menasché, L.
Bergsawski, J. C.	Moore, J. W.
Bernardo, J. G. G.	Murphy, Mrs. F.
Bird, W. B. M.	Moore, T. R.
Bohn, O.	Marcus, T. R.
Bunning, N.	McGregor, A.
Bidal, A. H.	Mullis, W.
Bastcheryk, M. de	Mur, F. S.
Brill, G. D.	Maxwell, Lieut. D. H.
Barton, A. L. L.	Myer, J. D.
Cohen, A. S.	Matteson, J. F.
Crean, G.	Mendell, G. D.
Chambers, Capt. R.	Murphy, Mrs. A.
C. H.	Nash, F.
Calder, F. W.	Nato, F.
Candler, W.	Nico, J. A.
Chadling, Brothers & Co.	Nelson, E.
Co.	O'Brien, Miss
Carpenier, F. G.	O'Connor, Miss
Child, H. E. A.	Palmer, J.
Chapman, W.	Partridge, Dr. L. S.
Cartledge, J.	Phillips, C. F.
Cowie, E. H.	Peterson, Miss S.
Callen, Capt. V.	Peterson, J.
Comie, Mrs.	Porter, A. M. J.
Carlock, Capt. Van	Poernedo, J. C.
Callig, G.	Paulsen, T.
Cox, A. A.	Billings, J. R.
Courte, J.	Pastewsky
Conrad, L. F.	Tatkinson, J. H.
Griff, J.	Pickar, A. J.

Dupuis, R.

Delfs, Capt. P.

Davis, J.

Duval, Mrs. A. J. T.

Drake, Mrs. F. J.

Davis, S.

Drewes, Capt. H.

Dannenberg, Miss E.

Darlington, H.

Daukewich, P.

Dodge, V. A.

Dunbar, T. E.

Dipple, Mrs.

Dewey, W. R.

Ella, R. J.

Eckert, W.

Eienne, C.

Eitel, L. L.

Elkins, S. B.

Evans, A. M. A.

Edmunds, H. W. S.

Freeling, Lady

Fernandez, V. D.

Frieberg, S. S.

Fobris, G.

Fogel, P. M.

Goetz, F.

Grant, W.

Griff, H. L.

Greenwood, Miss E. B.

Gyr, H. W.

Glendinning, R.

Goodwin, J.

Georgeson, J.

Grant, J. K.

Gutierrez, L.

Grinstein, B.

Gomes, J.

Greenwood, T.

Green, Mrs. G.

Garratt, S.

Grimes, J. B.

Gordon, J. A.

Harkens, J.

Herberville, L. D.

Honey, B.

Hardy, J. C.

Hachet, C. W.

Hoag, P. V.

H. K. Amateur Photo Club.

Hinderkper, J.

Hooley, P. F. G.

Havermyer, F. C.

Huby, G.

Harrison, Mrs. P.

Hamilton, Mrs. H.

Hallard, F. J.

Hoashi, S.

Harrison, R.

Hiscock, A.

Hilly, Rev. N. E.

Hargis, G.

Ingold, F.

Jones, C/o Council.

Johnson, J.

Johnson, C. E.

Jeffries, Rev. M.

Jossiano, S.

Jor, A. (Sailor)

Jenkins, C. M.

Kirkpatrick, M. C.

Kinn, C. H.

Kelper, G.

Kotwell, R. H.

Karmantz, S.

Kirk, R.

Kuhn, W.

Kneule and Streif

Kierulff, P.

Kukman, G. W.

Kaapp, J. W.

Leslie, M. K.

Liberge, C.

Leon, C. de

Losada, Dr.

Lawlor, F. B. S.

Lanuza, J.

Lawing, C. C.

Paisis, G.

Pinkowsky

Rosa and Lilly

Ross

Riel, G.

Reutens, J. W.

Rigby, R.

Rippling, J.

Rehemobhoy, H.

Rivington, C. F.

Rose, R.

Ramos, A. G.

Read, Miss M. B.

Rushy, G. B.

Roberts, F.

Rennie, F.

Riegen, Capt. A.

Read, Miss

Reid, Capt. T.

Roberts, Mrs. J.

Rovington, C. F.

Ruicovich, E.

Ramsome, Miss I.

Samborn, F. G.

Sheppard, P. A.

Shewart, J. E.

Sheller, W.

Stewart, A. H.

Syler, F. W.

Saulman, J.

Solomon, Major L. I.

Shannon, Miss

Schirring, Mrs.

Smith, W. A.

Spaid, J.

Spicer, L.

Stewart, Messrs. J. & G.

Silverthorne, A.

Sanderson, A. O. D.

Sicon, E.

Stephen, A.

Star, Miss E.

Steel, Esq.

Shrewsbury, R. W.

Stephens, G.

Stanley, N. L.

Swada, Miss

Sara, Miss G.

Schuh, S.

Townsend, A. M.

Thompson, P. H. W.

Turney, A. H.

Thom, Capt. J.

Tomylikin

Torre, T.

Thornburgh Mrs. R. M.

Takeuchi, Miss H.

Tauchen, Mrs. M.

Weston, Mrs. H.

Worthington, C.

Wheate, W. E.

Woodley, W. G.

Wagon, H. G.

Wegener, Dr. G.

Watson, J.

Wilde, M.

Webster, D. W.

Wright, Capt. W.

Watson, Dr.

Wallace, F.

Walker

White, S.

Westrop, Miss

Wilkins, Mrs.

Walkeford, E.

Werthman, L.

Webster, Dr. E.

Welch, W. D.

Will, W. N.

Wake, G. E.

Whitworth, T. C.

Walker, J. D.

Winkler, A.

Wheeler, I.

Woods & Co.

Young, W. R.

Yerex, I. A.

Zinn, G. A.

List of Registered Owners in Ports Restante.

Ahmed Deen, I.P.C.

638 (a)

Abba Khan, I.P.C. 798

Attare Khan, No. 774

Budha Khan

Blank, Miss A. Arran-

dale, Southport (i)

Returned.

Bura Singh

Bova and Co., Supt.

Brewery.

Burkeli Ali Khan,

I.P.C. 836

Bergmann, B. & R.

Brimble, Capt. A.

Brough, R.

Borole, B.

Bobal Singh

Brough, Mrs. R.

Clarkson, G.

Chunda Singh, I.P.C.

Munga Khan I.P.C.

585

Clarke, J.

Chao, H. Y.

Darnelli, Miss F.

Dehli, N. M. Khan

Dean Singh, I.P.C.

547

Fox, F.

Fatmalas (Bombay)

Felicie, Blas

Foujissie, A.

Fazila, F. P.

Frappant, Mrs. (3)

Fahra, G. (Singapore)

Gahor Khan

Gewanal Singh, I.P.C.

807

Garcia, R.

Gulph Khan, I.P.C.

500

Gunda Singh

Gleick, H.

Hand, H. J. (Manila)

Hand, W. Eng.

School, Hongkong.

Harwood, Thomas

Harwood, I.P.C.

667

Hillip, St. John

Hazarkhan, I.P.C. 616

Hess, Miss O.

Hodge, Ed. G. Port-

land (Maline), Ro-

turned.

Hakan Singh, I.P.C.

602

Hall, J. L.

Harrison, R.

Hall, Capt. F.

Hosshi, B.

Haynes, J.

Jawalla Singh, I.P.C.

614

Johnson, C. E.

Jandoo

M. Richardson.

Abernethy.

Cooper.

M. J. Garbutt.

Capt. Wallis.

Anderson.

Connolly.

Nielson.

Capt. J. Kennedy.

Joint Telegraph Companies Offices at Hongkong.

Birdlime.

Chingtai.

Cheong Seng Loong.

Delagru.

Gee (Major).

Gillingham.

Kamchong.

Kongyung.

Kongyung.

Lapraik.

Liuhenshang.

Matthew, Joseph.

Mood.

Quannong.

Quannong.

Siongshoochan.

Sham.

Steamer *Wineland*.

F. VON DER PFORDTEN, Manager in China.

Hongkong Station, 4th May, 1901.

Intimations.

NEW-GOODS.

PLENTY

IN

HAND.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1901.

JUST OPENED.

A FINE Consignment of FRENCH PRE-SERVES of a well known make. Quality will speak for itself.

H. RUTTONJEE, 22 & 23, Elgin Road, Kowloon.

Hongkong, 16th April, 1901.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE, 5, D'Aguliar Street.

Hongkong, 27th April, 1901.

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES. MARINE GLASSES and SPYGLASSES. Nos. 54 & 55, Queen's Road Central.

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS. EASTMAN'S KODAKS and FILMS. Sole Agents for CLEMENT'S WHEELS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the BEST. 40, QUEEN'S ROAD, Watson's Building.

WORTH A GUINEA A BOX. BEECHAM'S PILLS. FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box. Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England.



